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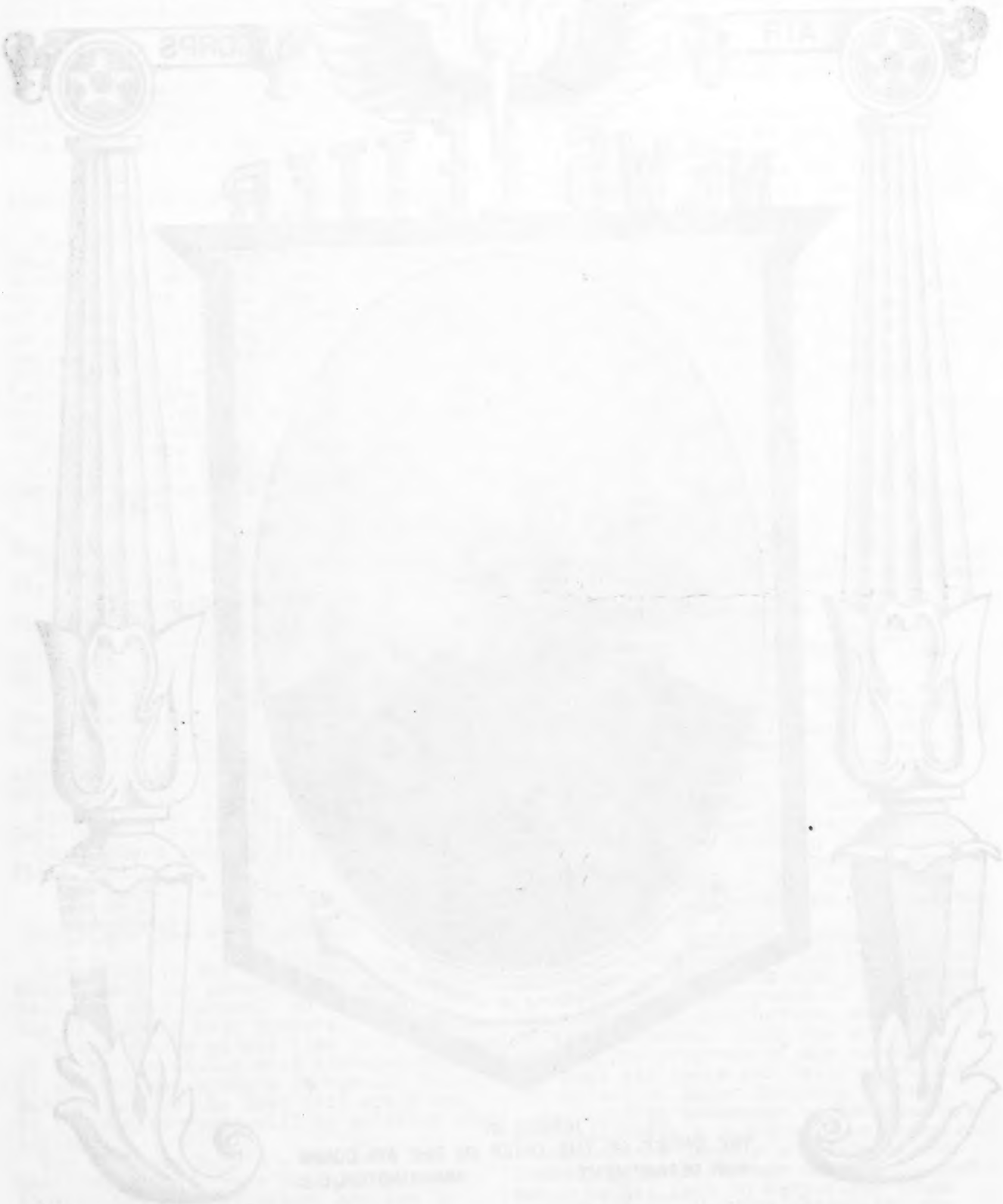

VOL. XXI AIR CORPS NEWS LETTER NO. 15.

Information Division
Air Corps

August 1, 1938

Munitions Building
Washington, D.C.

The chief purpose of this publication is to distribute information on aeronautics to the flying personnel in the Regular Army, Reserve Corps, National Guard, and others connected with aviation.

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OPERATION OF CARBURETOR MIXTURE CONTROLS
By a Materiel Division Engineer

Apparently no other one thing causes more trouble in the mind of the average pilot than the operation of the mixture control. Probably no other thing so contributes to the high cost of maintenance at overhaul as the improper use of the mixture control. This is especially true of air-cooled engines of high output. Every bit of distance stretched on cross-country or every penny saved on gas is paid for by dollars in abuse to the engine. And this engine, as a result, may let you down before you get to your destination or let your fellow officer down tomorrow or next week. It is hoped to have this control eventually automatic and fool-proof; in the meantime the Air Corps News Letter is taken as a medium to summarize information now being gathered for formal publication at a later date.

1. As an introduction, a thorough study of all available information on "Operating and Flight Instructions" for your particular airplane is always in order. The engine you fly today doesn't respond as the engine you flew yesterday, a year ago, or certainly not ten years ago. Be conservative. Stay on the rich side if you are manually controlling the mixture or, if not, give the automatic control the opportunity to function properly.

2. Manual Settings. - The following expressions are applicable to manual adjustment of mixture control with a propeller installed that can be locked in a fixed-pitch position. Given a constant speed propeller of the type that cannot be locked in a fixed-pitch position, and the extreme pitch positions of which result in engine speeds outside the normal operating range in flight, and the use of an instrument measuring the fuel-air ratio for manual adjustment of the mixture control is necessitated.

a. "Full Rich" is the setting of the mixture control lever in the position giving maximum fuel flow.

b. "Best Power" (sometimes termed "Maximum Power") is the setting of the mixture control lever which, with a given fixed throttle setting, results in the maximum engine r.p.m. at the leanest fuel flow; that is, further leaning of the mixture would cause a decrease in engine r.p.m.

(1) "Rich Best Power" is the setting of the mixture control lever which, with a given fixed throttle setting, results in the maximum engine r.p.m. at the richest fuel flow.

c. "Smooth Operation." To obtain the setting for "Smooth Operation" the setting for "Best Power" is obtained and the mixture enriched until engine speed drops from 20 to 30 r.p.m.

d. "Maximum Economy" is obtained by adjusting to "Best Power" and then leaning to obtain a decrease of 40 to 50 r.p.m.

3. Automatic Mixture Controls. - The following types of automatic mixture controls are now in service. Except as specified in Engine Operation Instructions the manual adjustment of carburetors equipped with automatic mixture controls is not required. But when so required, adjustment will be as outlined in Paragraph 2, above.

a. One Position Automatic (Bendix). - This type of control automatically controls the mixture, including changes due to various altitudes and temperatures, without regard to throttle setting. It does not in any way control the power output of the engine. Within the effective operating range, and with the mixture control set in the "Automatic" position, the necessity for manual mixture control is obviated. In the event the automatic mixture control is damaged or for any other reason does not perform properly, the mixture control may be operated manually as with a conventional type carburetor by shifting the carburetor mixture control lever from the "Automatic" position to the desired manual position. This type of control is designed to function at all power outputs up to a standard altitude of 25,000 feet.

b. Two Position Automatic (Bendix). - This type has the following control positions: "Manual," "Automatic Rich," and

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"Automatic Lean." In the "Manual" position the mixture is adjusted manually as with a conventional type carburetor. In the "Automatic Rich" position, the mixture is automatically adjusted for safe engine operation up to normal rated power, manifold pressure, and speed. The "Automatic Lean" position will be used only for manifold pressures and speeds below those specified for "Maximum Cruising," and only with the specified grade of fuel. For operation at "Maximum Cruising" power and above, it is imperative that the mixture control be placed in the "Automatic Rich" position or adjusted manually to give the proper mixture. Failure to comply with this procedure is apt to result in serious damage to the engine. With this type of control, take-off will normally be made with the mixture control in the "Full Rich Manual" position except at altitudes above 3500 feet, for which the "Automatic Rich" position may be used.

c. Power Control Type (Pratt & Whitney). - This type has the following control positions: "Emergency" and "Mid" or "Cruising" position. In the "Emergency" position there is no automatic control of either mixture or power, and during operation in this position care must be exercised to avoid excessive manifold pressures and the mixture must be adjusted manually as with a conventional carburetor. In the "Mid" and "Cruising" positions, the power is controlled with the throttle wide open by means of an automatic valve in the air intake in front of the carburetor. This regulation of power is obtained up to the maximum altitude at which the engine can maintain the power for which the regulator is adjusted. Automatic mixture control is also obtained up to this altitude.

At higher altitudes the mixture will grow richer as the power decreases, and therefore to obtain maximum performance and economy the mixture must be leaned manually. Within the range of this type of control, when the control is set in the "Mid" or "Cruising" position and the propeller set for cruising r.p.m., the manifold pressure will be limited to a definite value with the engine throttle full open. If a lower cruising power condition is desired, it may be obtained by leaving the engine throttle full open and reducing the propeller r.p.m. by means of the propeller control. In reducing the propeller r.p.m., the manifold pressure will be automatically reduced slightly. The lower cruising power condition may also be obtained by leaving the propeller r.p.m. fixed and closing the engine throttle manually. The former method is more satisfactory and efficient. If the latter method is used, the cruising fuel consumption will be somewhat higher.

4. Caution. When operating an engine with the mixture control in the manual lean position at high altitudes, it is extremely important that the mixture setting be enriched during descent, as the normal change in mixture due to change in altitude only may prove dangerous to the proper functioning of the engine. When the airplane is leveled off at lower altitudes, the mixture control should be readjusted for the proper operating conditions then in effect.

5. Adjustment for High Altitude Take-Off. While present instructions generally specify "Full Rich" adjustment of the mixture control for take-off, the operation of some engines not equipped with automatic mixture controls is unsatisfactory if the take-off is at more than 3500 feet above sea level with the mixture control in the "Full Rich" position. The present fuel-air ratio indicators, moreover, are not sufficiently rapid and sensitive to permit adjustment of the mixture during run-up or take-off. Adjustment of the mixture controls for take-off above 3500 feet will therefore be made as follows:

a. Engines equipped with propellers that can be locked in a fixed position should be run-up as near take-off manifold pressure and r.p.m. as possible and the mixture leaned only enough to give an increase in speed of 50 to 75 r.p.m. This setting will be the leanest which should be used for take-off.

b. The mixture control of engines equipped with constant speed propellers whose pitch cannot be fixed cannot be properly adjusted on the ground. Prior to landing airplanes so equipped, they should be flown at the approximate altitude of the field from which take-off is contemplated, at take-off r.p.m., and manifold pressure. The mixture control should be leaned barely enough to eliminate rough operation of the engine, or adjusted for the proper fuel-air ratio indicator reading and this setting marked on the mixture control quadrant for use in subsequent take-offs from this field.

c. Engines equipped with automatic mixture controls should be set as follows for take-off above 3500 feet:

(1) The one-position automatic type will be set in "Automatic" or adjusted manually as described above.

(2) The two-position automatic type will be placed in "Automatic Rich" or adjusted manually as described above.

(3) The power control type will be placed in "Emergency" position and adjusted manually as described above.

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Lieut. Colonel George E. Stratemeyer, Air Corps, Commanding Officer of the 7th Bombardment Group, Hamilton Field, Calif., left that station July 30th for Washington, D.C. He is slated to attend the next course at the Army War College.

OBSERVATION SQUADRON OPERATIONS IN CAVALRY DIVISION MANEUVERS

By the Brooks Field Correspondent

The 22nd Observation Squadron (Corps and Army), stationed at Brooks Field, Texas, is one organization which is well prepared to cooperate with ground forces in war. This organization furnished the Air Observation for the Proposed Infantry Division Maneuvers, (so-called "Streamlined Division Maneuvers"). It also was detailed to furnish the Air Observation for the recent Proposed Cavalry Division Maneuvers. The 22nd Squadron flew over 700 airplane hours on the P C D Maneuvers in a month's time.

The work with these modern mechanized forced revealed several points that had not been noted in the older type, slower-moving Divisions.

The first point noted was that it is highly impractical for the Engineers to build air fields close behind a moving Division. This often results in the Observation squadron being based at a distance of 100 miles or more behind the friendly forces.

It became apparent that Observation squadrons operating with forces having exposed flanks must be based far to the rear to avoid attack by enemy mechanized forces. In fact, in one free maneuver, the Air Officer of the White forces remained behind the friendly Advance with the Air Ground Set, receiving and transmitting to G-2 on another set. He believed he was safe from attack due to a high mountain between him and an attack from flank on rear. To his surprise, he discovered an enemy combat car coming over the mountain, and barely escaped to a position of safety. In attempting to re-establish communications with G-2, he could get no response. Later, it was learned that the White C P had been surprised and captured.

The majority of the pilots and observers on duty with the 22nd Squadron are recent graduates of the Air Corps Training Center. Their demonstrated ability in locating positions, movements, and activities when the enemy is a skeletonized, represented force, speaks well for the type of training they have received.

In addition to normal daylight Observation and Artillery Missions, many night missions were performed. It was found that columns could be located when moving without lights, both on roads and in open terrain.

Observation missions were performed as much as 200 miles in advance of the friendly forces. Information was relayed back to the main body through the Reconnaissance Car Squadron, which operated 75 to 100 miles in advance of the main body.

In the Proposed Cavalry Division, the Reconnaissance Car Squadron had one car on the same frequency with the Observation Squadron. An accompanying car was on the Reconnaissance Squadron frequency. This arrangement between the two principal Reconnaissance forces resulted in excellent team-work, and was mutually advantageous.

In the Proposed Infantry Division Maneuvers, the Commander used aircraft for controlling marches on parallel roads. Often the columns were as much as 50 miles apart.

During the Proposed Infantry Division and Proposed Cavalry Division Maneuvers, officers from Brooks Field served with the ground forces. Every effort was made not only to give the ground forces the observation they wanted. but to anticipate their needs and to learn from them, and with them, what the future needs will be.

In both of these Maneuvers, the need for longer-range aircraft was forcibly brought to the attention of the air officers participating. Commanders were calling for longer range Reconnaissance in the face of mechanized threats.

The modern Tank and Combat Cars are likened to rabbits by the 22nd Observers. They sit quietly in full view until the Observer is looking at some other part of the terrain, then they disappear. They are very difficult to keep located.

Another point observed in both the Proposed Infantry Division Maneuvers in the Camp Bullis area, and the Proposed Cavalry Division Maneuvers in the Toyahvale area, (north of Marfa), was the readiness with which the present sand-tan-colored khaki showed up from the air. They were easily seen in both instances, while the woolen O.D. shirt could not be seen. Riflemen in firing positions on the ground appeared to the eye as "frog saddles" strewn along the ground.

The mechanics of the 22nd Squadron were kept busy on these Maneuvers. They said 20's and 40's came so fast that if they had been pickets they would have been a picket fence.

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GUNNERY TRAINING FOR 4TH RECON. SQUADRON

The 4th Reconnaissance Squadron, stationed at Luke Field, T.H., returned on July 2nd from Bellows Field, Oahu, after spending two weeks in the gunnery camp thereat. The Squadron was favored with near perfect weather, and only one day was lost due to rain.

Four phases of training were conducted and completed, comprising: pistol shooting; .30 cal. ground gun 1000" range; .30 cal. flexible gun fired at tow targets.

ALBROOK FIELD BOMBER FORCED DOWN

Lieut. Kenneth B. Hobson, Air Corps, and his three enlisted companions, Sgt. Harry Hayes, Privates Richard E. Handy and Uno Gustafson, narrowly escaped serious injury when their B-10 was forced down in the water off Point Mariato, 150 miles from Panama City on the Pacific Coast.

Lieut. Hobson took off from Albrook Field at 8:30 a.m., Saturday, July 2nd, accompanied by Lieut. Stephen B. Mack in another B-10. The two planes were to make a training flight from Albrook Field to David, Republic of Panama, and return. On the return leg of the flight, the two planes became separated in a violent storm. Lieut. Mack broke through the bad weather, but could not contact Lieut. Hobson. After searching as long as his supply of gasoline would allow, Lieut. Mack returned to Albrook and reported the fact that he believed Lieut. Hobson and companions had been forced down.

Four Bombardment planes were immediately sent out for the purpose of locating the missing ship. Shortly after 4:00 p.m., the four men were sighted on the beach at Point Mariato. After dropping water, food, and other necessities, the searching party returned to Albrook Field with the very welcome news that no one had been injured seriously.

Colonel Weir, Commanding Officer of Albrook Field, made arrangements for the men to be picked up by Navy patrol planes from Coco Solo early Sunday morning, having realized that an after dark rescue attempt would be very hazardous, and that no one needed immediate medical attention.

The Navy planes left Coco Solo at 7:45 a.m., July 3rd, and at 9:30 a.m., radioed that they had picked up the four men. At 10:20 a.m., the rescuers landed at Blaboa, where they were met by Medical officers from Albrook Field. Private Gustafson suffered a broken collar bone, the only injury among the four men.

The bomber, a Martin B-10, nosed over when it hit the water, and when sighted by the rescue party was located about 200 yards from the shore, with only one wing tip showing. No attempt will be made to salvage the wrecked plane.

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BRIDE AND GROOM LEAD THE PARADE

The officers and ladies of Albrook Field, Panama Canal Zone, welcomed Lieut. William W. Jones and his bride in true Air Corps fashion. When they attempted to enter unannounced, Lieut. and Mrs. Jones were held at the gate by the guard until the alarm could be given. Phones buzzed, horns honked and planes landed. A specially decorated tug and trailer were produced, and with the newly married couple on the trailer, the long procession began a noisy tour of the post, ending up at the Club, where refreshments and introductions were in order.

Before her marriage in San Antonio on June 10th, Mrs. Jones was Miss Mary Eleanor Cutrer. She is the daughter of Lieut. Colonel Victor Cutrer, U.S.A., Retired, and Mrs. Cutrer.

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TWO BOMBERS FLOWN TO COSTA RICA

Two Martin Bombers, commanded by Lieut. Colonel George E. Lovell, Jr., Air Corps, were recently flown to Costa Rica. Departing from France Field, Panama Canal Zone, at 7:30 a.m., the planes reached San Jose, Costa Rica, two hours and 10 minutes later. The Army airmen returned to France Field the following day.

Colonel Lovell is on duty at the Panama Air Depot.

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TEST OF NAVIGATION INSTALLATION

A B-17 (Flying Fortress) airplane departed from Wright Field, Dayton, Ohio, on June 30, 1938, for Miami, Fla., arriving there at about 6:00 p.m. Shortly after midnight, the airplane took off for Brownsville, Texas, flying direct and arriving about 7:00 a.m., July 1st. The airplane was refueled and departed for New Orleans, La., arriving at about 10:30 a.m. After an overnight stay, the airplane took off for Wright Field, arriving about 1:30 p.m., July 2nd.

The flight was made for the purpose of testing the equipment installation and of conducting further tests on the electric-driven gyro sextant. The gyro stabilized drift meter, Type B-3, was used in conjunction with drift signals over the Gulf of Mexico. Observations of Polaris and companion stars were made to obtain lines of position which resulted in fixes. The Type A-4 computer was employed to reduce the celestial observations. All of the equipment functioned satisfactorily.

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PHOTOGRAPHS OF MT. MAYON VOLCANO

The News Letter Correspondent of the 2nd Observation Squadron, Nichols Field, Rizal, P.I., reports that numerous flights were made to Legaspi during the week of June 6 - 12 to obtain pictures of Mt. Mayon in eruption. Some excellent ones were obtained and printed in the Manila papers. They received much favorable comment.

One of the photographs obtained of the erupting volcano is that shown on the cover of this issue of the News Letter. Messrs. Dunnington and Leap, of the Information Division, collaborated on the production of this cover.

WEST POINT GRADUATES ASSIGNED TO UNDERGO FLYING TRAINING

Recent orders of the War Department assigned to the Air Corps for flying training a total of 113 second lieutenants of the Regular Army who graduated from the United States Military Academy, West Point, N.Y., on June 14, 1938. Constituting 37.6% of the entire graduating class, numbering exactly 300, this is the largest number of West Pointers to choose the Air Corps as their branch of the service since the policy was inaugurated in the year 1922 of assigning West Point graduates to the Air Corps for flying training.

The 113 young officers, above mentioned, are under orders to proceed upon the expiration of their graduation leave to Randolph Field, Texas, and report to the Commanding General of the Air Corps Training Center for duty and flying training.

The following tabulation shows the number of West Point graduates of the June, 1938, class who were commissioned in the various branches of the Army and the number from each of these branches assigned to the Air Corps for flying training, viz:

Branch of Service in which Commissioned		Assigned to Air Corps for flying training	Percentage
Corps of Engineers	24	5	20.8
Signal Corps	15	7	46.6
Cavalry	33	12	36.4
Field Artillery	58	22	37.9
Coast Artillery	38	14	36.8
Infantry	132	53	40.1
Total	300	113	37.6

A year of intensive flying training is ahead of these West Point graduates to whom aviation presents a special appeal, i.e., eight months of primary and basic training at the Primary Flying School at Randolph Field, Texas, and four months of advanced training at the Advanced Flying School at Kelly Field, Texas. Those who succeed in completing the year's course will be awarded the rating of "Airplane Pilot" and will be transferred to the Air Corps, while those failing to make the grade will return to the branch of the Army in which they were originally commissioned upon their graduation from the Military Academy.

It is now 17 years since the policy was inaugurated of assigning West Point graduates to the Air Corps for flying training. During the period from 1922 to 1937, inclusive, 1017 West Pointers were accepted for flying training, of which number 441 graduated from the Advanced Flying School up to and including the year 1936. In addition, approximately 61 members of the 1937 Military Academy graduating class are scheduled to graduate from the Advanced Flying School, Kelly Field, Texas, next October, making the grand total of graduated flyers 502, or slightly more than 49% of the number who commenced training. It would appear from this that practically one-half of the young men who are mentally and physically qualified to undergo the course of flying training at the Air Corps Training Center are able to complete the course successfully.

The following tabulation covering a 16-year period of flying training given West Point graduates may be of interest:

Year	Total No. of Graduates	Assigned to the Air Corps	Pct.	Number graduating from the Advanced Flying School	Pct.
1922	102	16	15.6	8	50.00
1923	261	51	19.5	25	49.21
1924	406	61	15.0	20	32.78
1925	244	42	17.2	9	21.43
1926	152	18	11.8	7	38.88
1927	203	30	14.7	16	53.33
1928	260	77	29.0	53	68.83
1929	297	110	37.0	41	32.27
1930	235	85	36.1	41	48.23
1931	296	92	31.0	43	46.74
1932	258	69	26.7	39	56.52
1933	346	92	26.6	43	46.74
1934	247	60	24.3	30	50.00
1935	277	47	17.0	28	59.57
1936	276	61	22.8	38	62.29
1937	293	106	36.0	61*	57.54
Total	4153	1017	24.5	502	49.36

*Expected to graduate in October, 1938.

The West Point graduates of the June, 1938, Class, who will soon report at Randolph Field to learn the intricacies of piloting military airplanes, are enumerated below, as follows:

Class Standing	Name	Home
	Corps of Engineers	
7	Alexander J. Frolich	San Fernando, Calif.
8	Paul T. Preuss	Seymour, Ind.
22	William S. Crocker, Jr.	Hingham Center, Mass.
23	William B. Kieffer	Jackson Hts, L.I., N.Y.
30	Robert M. Batterson, Jr.	Boonville, Calif.
	Signal Corps	
28	Andrew C. Dapprich	Pittsburgh, Pa.
29	Benj. M. Tarver, Jr.	Lookout Mtn., Tenn.
44	Rolf O. Wulfsberg	St. Paul, Minn.
62	George A. Bosch	Mission Beach, Calif.
72	Albert P. Sights, Jr.	Clinton, Okla.
93	Norman L. Tittle	Wichita Falls, Texas
117	Robert L. Snider	Temple, Me.
	Cavalry	
74	Omar E. Knox	Lyons, Kans.
92	John H. Swenson	Red Owl, S.D.
104	Joseph R. Barker, 2d	Birmingham, Ala.
106	William K. Kincaid	Middleport, Ohio
118	Ashley B. Packard	Douglas, Ariz.
123	William P. Brett	Statesboro, Ga.
134	Ralph B. Praeger	Claflin, Kans.
135	Charles W. Sherburne	Evanston, Ill.
136	Nicholas H. Chavasse	Henderson, N.C.
150	Maurice R. Lemon	Carrizozo, N.M.
206	Robert W. Rulkoetter	St. Louis, Mo.
243	Merrick Bayer	Washington, D.C.
	Field Artillery	
11	Morris F. Taber	Seattle, Wash.
39	William K. Skaer	Huntington Park, Calif.
49	Laurence E. Wernberg	Sea Cliff, L.I., N.Y.

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Field Artillery (Continued)

66	John D. Ryan	Cherokee, Iowa.
77	Alvar B. Sundlin	New Bedford, Mass.
87	Martin L. Webb	Monroe, La.
89	Frank P. Sturdivant	Minter City, Miss.
96	Francis B. Harrison	Lander, Wyo.
113	Douglas C. Polhamus	Berryville, Va.
115	Louis E. Coira	Lock Haven, Pa.
121	Donald W. Saunders	Athens, N.Y.
125	Robert A. Zaiser	Burlington, Iowa
127	John D. Moorman	Idabel, Okla.
137	Henry C. Huglin	Fairfield, Iowa
152	Lorenzo D. Adams	Hortense, Ga.
153	John R. Hopson	Washington, D.C.
155	Robert C. McBride	Wichita, Kans.
167	Samuel L. Barbour,Jr.	Plainfield, N.J.
172	William H. Blanchard	Chelsea, Mass.
185	William A. Sundlof	Wilmette, Ill.
221	Richard A. Broberg	Torrington, Conn.
223	Leland O. Krug	Rochester, N.Y.

Coast Artillery

41	Prescott M. Spicer	Poughkeepsie, N.Y.
50	Glenn P. Anderson, Jr.	Marion, Va.
61	Burton R. Brown	Erie, Pa.
63	Sherwood E. Buckland	Woodhaven, N.Y.
70	Joseph Conigliaro	Bronx, N.Y.
73	George Kappes	Zanesville, Ohio
95	Lloyd E. Johnson, Jr.	Royersford, Pa.
110	Harvey P. Barnard, Jr.	Buffalo, N.Y.
132	John H. Spangler	Briggsdale, Colo.
140	Harry C. Morrison	Ridgefield Park, N.J.
147	John B. Herboth, Jr.	Glen Ellyn, Ill.
154	Virgil L. Zoller	Marion, Ill.
169	Philip R. Hawes	Los Angeles, Calif.
191	Carter E. Duncan	Bloomington, Ill.

Infantry

78	Gregory Hoisington, Jr.	Baltimore, Md.
83	Milton E. Lipps	Salem, Ore.
98	Howard D. Kenzie	Boise, Idaho
100	Edward J. Cichowski	Batavia, N.Y.
101	Bertram C. Harrison	Mount Holly, N.J.
107	Clifford P. Macomber	Fall River, Mass.
112	Arthur J. Smith, Jr.	Detroit, Mich.
148	Richard F. Bromiley	Philadelphia, Pa.
173	Castex P. Conner	Jennings, La.
181	Hugh D. Wallace	Fort Worth, Texas
188	Clarence E. Beck	Daytona Beach, Fla.
189	James R. Luper	Portland, Ore.
193	Rollin B. Durbin	St. Louis, Mo.
194	Fred M. Dean	Knoxville, Tenn.
195	Alexander B. Pendleton	Reidsville, N.C.
196	Joseph B. Missal, Jr.	Cleveland, Ohio
211	William H. Frederick, Jr.	Minneapolis, Minn.
213	Vincent M. Miles, Jr.	Fort Smith, Ark.
215	Joseph B. Wells	Grant, Va.
218	Harris E. Rogner	Masury, Ohio
230	Gibson E. Sisco, Jr.	Fort Wayne, Ind.
231	Richard E. Sims	Little Rock, Ark.
232	Vincent Keator	Chichester, N.Y.
234	James W. Rhymes	Macon, Miss.
235	Ben Sternberg	Starke, Fla.
237	Frederic C. Teich, Jr.	New Britain, Conn.
238	Richard C. Thomas	Atchison, Kans.
240	Robert J. Bruton	Racine, Wis.
241	Charles M. Young	Helena, Ark.
245	John T. English	Mount Pleasant, Tenn.
246	Arthur A. Maloney	Hartford, Conn.
249	Littleton J. Pardue	Hopkinsville, Ky.
251	Edward G. DeHart	Erie, Pa.
254	Henry S. McDonald, Jr.	Buford, Ga.
260	Myrl F. Smith	Belding, Mich.
261	Wallace S. Ford	Pass Christian, Miss.
264	Joseph C. Reddoch, Jr.	Luverne, Ala.
269	Shelby Y. Palmer, Jr.	Shreveport, La.
270	Gabriel C. Russell	Louisville, Ky.
272	John H. Chambers	Fargo, N.D.
273	Birdsey L. Learman	Essexville, Mich.
274	John T. Corley	Brooklyn, N.Y.
279	Edward R. Skinner	Pomeroy, Ohio
283	Edward W. Jacunski	Detroit, Mich.
284	James K. Schmidt	Chicago, Ill.
285	Joe R. Brabson, Jr.	Washington, D.C.
287	Robert J. Hill	Chicago, Ill.
290	Robert H. York	Hartselle, Ala.
292	Ralph B. Lister	Buffalo, N.Y.
293	George R. Zohrlaut	Chicago, Ill.
295	Frank E. Hartman	Brookhaven, Miss.
296	William F. Neff	Atlantic City, N.J.
299	James H. Isbell	Union City, Tenn.

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TRAINING FILM FOR OBSERVATION AVIATION

Captain Samuel E. Anderson, Air Corps, Instructor in the Observation Section of the Air Corps Advanced Flying School, Kelly Field, Texas, was a recent visitor at the Infantry School at Fort Benning, Ga., and the Cavalry School at Fort Riley, Kansas. The purpose of Captain Anderson's visit was to confer with representatives of the service schools mentioned and coordinate the preparation of a picture plan for the proposed Air Corps Training Film on Observation Aviation and Infantry and Cavalry Missions which the Signal Corps contemplates releasing at an early date.

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NO AIRCRAFT ACCIDENT DURING ENTIRE YEAR

The 31st Bombardment Squadron, stationed at Hickam Field, T.H., accomplished what is thought to be a record when it finished the Fiscal Year 1938 without an aircraft accident of any nature. Another major achievement was made of record when the longest non-stop flight for the B-18 type airplane was performed when 31st Squadron pilots flew from Hamilton Field, Calif., to Dayton, Ohio.

Other outstanding feats included flights to San Antonio, Texas; Fort Leavenworth, Kansas, in addition to several coast to coast flights, while the organization was stationed at Hamilton Field.

Late in January, 1938, orders were received for the Squadron to proceed to Hickam Field, T.H., for permanent station. Despite the shor time available before embarking at Fort Mason, Calif., on February 1, 1938, the movement was accomplished in a highly efficient manner. This was the first transfer of an entire organization in several years.

It is also noteworthy that all officers of this organization completed their minimum training requirements with a comfortable margin of time remaining.

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Brigadier General Barton K. Yount, Wing Commander (Colonel) Air Corps, was appointed Assistant to the Chief of the Air Corps, with rank of Brigadier General, for 4 years from July 17,'38.

CIVILIAN WARNING NET TO AID AIR DEFENSE PROBLEM

In order to prepare for the largest and most important Air Defense exercises yet devised by the Army, the War Department has recently issued instructions to Major General George Van Horn Moseley, commanding the Third Army, to make detailed plans for a joint Antiaircraft-Air Corps exercise to be held at Fort Bragg, North Carolina, during the period October 3-17, 1938.

The directive, in addition to providing for heavy concentrations of anti-aircraft and Air Corps defense equipment, will enlist civilian aid on a large scale in the installation of an extensive aircraft warning net encircling Fort Bragg with a radius reaching to the North Carolina Coast.

Although an Aircraft Warning Net was tested on the West Coast in April of this year, which involved certain civilian and governmental agencies, the net in North Carolina will be not only much more extensive but will place, for the first time, principal reliance on the civilian personnel of the area covered.

The general function of the warning net is to warn the defended area of the approach of any hostile aircraft, in order to provide for interception by the defending Pursuit Aviation and immediate defensive fires by the anti-aircraft artillery.

The net will consist of some 300 stations. It will utilize to the maximum extent the existing commercial telephone communication facilities, together with similar facilities of the Federal, State and municipal agencies, and of the railroads, power companies and other similar private agencies, all of whom are cooperating in every possible way in the preparation of the plans.

One of the chief purposes of the exercise will be to test under simulated service conditions the adequacy of our present tactical and technical procedure and to determine what changes, if any, are necessary to meet present day conditions.

For this purpose it will be assumed that the Fort Bragg Military Reservation contains an important base airdrome, defended by a complete, all-around coordinated anti-aircraft artillery and Pursuit Aviation defense. The exercise will be two-sided, in that attacks will be made by portions of the GHQ Air Force. However, the purpose is not an appraisal of relative efficiency of the two arms, but is designed solely as a training exercise to determine the best tactical methods and dispositions of defense against the most effective forms of aerial attack.

The results of the test to be made during this exercise of the practicability of manning warning nets along our coast line by civilians will be of much importance to the War Department in connection with the formulation of plans for the installation, in time of war, of such nets, which are an essential part of the defense of the country against enemy attacks from the air.

The exercise will involve the concentration of a large percentage of the Regular Army anti-aircraft artillery in the United States. A large part of the GHQ Air Force will participate.

The Defense will consist of the following troops, under command of Brigadier General Fulton Q.C. Gardner, U.S. Army, who now commands the Fourth Coast Artillery District, with station at Fort McPherson, Ga.:

A Provisional Anti-aircraft Artillery Brigade, to include the following troops, with home stations as indicated:

61st Coast Artillery (AA), Fort Sheridan, Ill.
62nd Coast Artillery (AA), Fort Totten, N.Y.
69th Coast Artillery (AA), Fort Crockett, Texas.
Batteries A and C, 2nd Coast Artillery (HD), Fort Monroe, Va.

A Provisional Wing, Air Force, to include:

33rd Squadron, 8th Pursuit Group, Langley Field, Va.
36th Squadron, 8th Pursuit Group, Langley Field, Va.
Headquarters and Headquarters Squadron, 8th Pursuit Group, Langley Field, Va.
27th Squadron, 1st Pursuit Group, Selfridge Field, Mich.
The 51st Signal Battalion, Fort Monmouth, New Jersey.

The Attacking Force will consist of the following organizations of the GHQ Air Force, with home stations as indicated, under command of Brigadier General Arnold N. Krogstad, Air Corps, U.S. Army, now stationed at Landley Field, Va.:

2nd Wing Headquarters, Langley Field.
18th Reconnaissance Squadron, Mitchel Field, L.I., New York.
2nd Bombardment Group, Langley Field.
9th Bombardment Group, Mitchel Field.
1 Attack Squadron, 3rd Wing, Barksdale Field, La.
1 Bombardment Squadron, 1st Wing, March Field, Calif.

Brigadier General William Bryden, U.S. Army, Commanding General, Fort Bragg, N.C., will act as Director of the Exercises.

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During the month of June, the Engineering Department of the San Antonio Air Depot, Duncan Field, Texas, overhauled a total of 14 airplanes and 34 engines, and repaired 48 planes and 46 engines.

SPOT LANDINGS BY INSTRUMENTS AT RANDOLPH

On a recent Saturday, 19 graduates of the instrument landing training demonstrated their skill in a spot landing test which was expected to show the accuracy which might be attained, as well as the extent to which graduates retained their skill after ceasing regular and frequent practice.

Each pilot was permitted to make one flight entirely on instruments, including take-off and landing, and was limited to twenty minutes' flying time. BT-9 airplanes were used exclusively and a flag was placed on the airdrome to mark the spot where a BT-9 would stop after a theoretically correct landing and a normal roll. The work of each pilot was judged entirely by his nearness to this flag when he opened the hood after stopping, provided, of course, no assistance was had from the safety pilot or external vision.

The first pilot to take-off was 1st Lieut. E.A. Joyce, Air Reserve, who made a beautiful landing right on the line to the flag, but stopped rolling 836 feet before reaching it. This was considered highly creditable, as it was only the second time that Lieut. Joyce had made instrument landings in a BT-9. Captain James B. Burwell lowered the record to 643 feet, which was soon cut to 318 feet by 1st Lieut. R.W. Burns, Commanding Officer, Flight B, Basic Stage. Second Lieut. Tom H. Cunningham promptly lowered the record to 240 feet, and no subsequent pilot was able to improve this.

This test was a welcome change from the routine instrument landing training, which had been done outside the usual duty hours to avoid hazard from student flying, and because with the present large classes officers have not been able to spare the time during duty hours. Notwithstanding these handicaps, 36 pilots, including the Post Commander, Lieut. Colonel John B. Brooks, have completed the training since February and been found qualified by the rigidly applied rule of three consecutive landings without assistance.

Officers, often already overloaded, have undertaken this extra duty with a willingness which is shown by the long waiting list of applicants of the course; and if any ladies have murmured at the substitution of instrument landing practice for the usual dinner hours, they have not made such complaints public.

If the test did not prove anything else, it confirmed the fact that a large proportion of the Air Corps officers consider instrument landing training highly important.

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Major Lawrence P. Hickey, Air Corps, has taken over the command of the 1st Pursuit Group, Selfridge Field, Mich.

HIGH FLYING TIME MARK AT RANDOLPH FIELD

Randolph Field officers and students flew this past fiscal year the unusual total of 102,932 hours and 25 minutes. This total exceeded previous fiscal years of 1936 and 1937 by approximately 30,000 flying hours.

The 46th School Squadron led in flying time on the field with a total of 28,513 hours and 40 minutes. This Squadron has consistently led in flying time for Randolph Field for the last three years.

The Randolph Field Correspondent expresses the belief that this record for Randolph Field is as high as at any other Air Corps field and requests comments.

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FLIGHT OF ARMY AIRPLANES TO COLOMBIA

Due to a change in training plans, the composition of the proposed flight of United States Army airplanes to Bogota, Colombia, will consist of one flight of three B-17 Bombers from Langley Field, Va., instead of the flight from Panama, as previously stated.

This flight, as announced on July 6, 1938, by the State Department, will participate in the inaugural ceremonies of President-elect Dr. Eduardo Santos on August 7th, at Bogota, as a gesture of good will and in order to emphasize the solidarity and community of interests between the two Republics.

Personnel included in the flight will consist of fourteen officers and twelve enlisted men.

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A.C. NONCOMMISSIONED OFFICERS PROMOTED

The following noncommissioned officers of the Air Corps, having recently been examined and found qualified for a higher grade in the Air Corps (Weather Service), and as vacancies exist therein, were appointed to the grade indicated in the Air Corps(Weather Service), pursuant to authority contained in Army Regulations No. 615-5:

To Mr. Sergeant, A.C. Weather Service)

Technical Sergeants Diran Arakelian, Wm. F. Bernheisel, Harry F. Gordon, Myron E. Howe, of Patterson Field, Ohio; Harry J. Cuskey, Middletown Air Depot, and Martin F. Sebode, Langley Field, Va.

To Tech. Sergeant, A.C. (Weather Serv.)

Staff Sergeants Ralph W. Beatty, Robt. M. Glenn, James L. Hubbard, Herman J. Pryber and William A. Smith, of Patterson Field, Ohio; John S. Hambleton, of Fort Leavenworth, Kansas; and Devon F. Maurer, of Selfridge Field, Mich.

Of the noncommissioned officers above enumerated, Sergeants Bernheisel, Cuskey, Gordon, Sebode, Beatty, Glenn, Hubbard

(Continued on page 10)

AWARD OF THE MACKAY TROPHY

The War Department announced that Captains Carl J. Crane and George V. Holloman, Air Corps, will be awarded the Mackay Trophy for 1937 for their outstanding achievement in successfully developing and actually demonstrating the Airplane Automatic Landing System.

The Board of Air Corps officers, recently convened to make recommendations relative to the award of the Mackay Trophy, was of the unanimous opinion that these two officers highly merited this award. Both of them, well versed in aeronautical engineering, particularly in the functioning of various instruments and devices relating to aerial navigation, devoted intensive research and painstaking effort over a period of two years toward perfecting the automatic landing system. The first flight under this system was accomplished on Aug. 23, 1937, and it marked the first entirely automatic landing in aviation history-that is, the entire landing control was incorporated within the aircraft itself; there was no human manipulation of plane controls at any time.

Associated with Captains Crane and Holloman in the development of the automatic landing system was Mr. Raymond K. Stout, project engineer at the Air Corps Materiel Division, Wright Field, Ohio. Since the Mackay Trophy, through the provisions of the deed of gift, can only be awarded to officers of the United States Army, Mr. Stout was given a letter of commendation from the Acting Secretary of War, the Honorable Louis Johnson, for his work in this striking development.

The automatic landing system was designed by Captain Crane, Director of the Instrument and Navigation Laboratory at Wright Field and, working with Captain Holloman, he conducted practically all of the flight tests which brought to a successful conclusion the automatic landing system. The various units of automatic control were designed by these officers, Mr. Stout, and Mr. C.D. Barbulesco, of the Signal Corps Aircraft Radio Laboratory, which laboratory assisted materially in the design and construction of various units entering into the automatic landing system.

The Mackay Trophy was tendered to the Aero Club of America in 1912 by Mr. Clarence H. Mackay, the deed of gift stipulating that it was to be awarded annually to the officer or officers of the United States Army making the most meritorious flight of the year. The National Aeronautic Association, Washington, D.C., successor to the Aero Club of America, is the present custodian of this Trophy.

Associated with the Mackay Trophy are most of the highlights in the history of Army aviation, such as the first non-stop flight across the American continent by Lieutenants Kelly and Macready; the first flight around the world under the leadership of Captain Lowell H. Smith; and the Army Good Will Flight around South America, led by Major Herbert A. Dargue. Since 1912, the Mackay Trophy has been awarded annually by the War Department for meritorious flights, with the exception of the year 1917. Of noteworthy interest in connection with the award of this Trophy is the fact that Brigadier General Henry H. Arnold, Assistant Chief of the Air Corps, is a two-time winner thereof. He received the first award in 1912 for a reconnaissance flight in the early Wright biplane from College Park, Maryland, to Fort Myer, Va.; Alexandria, Va., and return to College Park, and the second award, 23 years later, for his leadership of a squadron of ten B-10 Martin Bombers from Washington, D.C., to Fairbanks, Alaska, and return, in July-August, 1934.

Eighteen years ago, the Trophy was also awarded for a meritorious flight to Alaska (New York to Nome, Alaska, and return to Washington, D.C.), that expedition being headed by Captain St. Clair Streett.

Two early Army fliers, still in active service, who won the Mackay Trophy are Colonels Shepler W. FitzGerald and Byron Q. Jones, Air Corps, the former receiving it in 1914 for a reconnaissance flight and the latter the following year for establishing an American duration record.

Two Air Corps officers still in the service, who share with General Arnold the distinction of being two-time winners of the Trophy, are Majors Lowell H. Smith and Oakley G. Kelly. Major Smith won the award in 1919 for his participation in the Transcontinental Reliability Test Flight in the fall of that year, and in 1924 for his leadership of the Around-the-World Flight. Major Kelly, jointly with former Captain John A. Macready, won the Trophy in 1922 for a record-breaking duration flight, and in the following year for the successful culmination of the first non-stop flight across the American continent. Incidentally, Major Kelly's flying partner (Captain Macready) is the only three-time winner of the Trophy, for he also received it in 1921 for a record-breaking altitude flight. A member of the Around-the-World Flight, who is now in civil life, is also a two-time winner of the Trophy. This individual, Major Erik H. Nelson, Specialist Reserve, participated also in the Alaskan Expedition in 1920.

Captain Crane, a native of San Antonio, Texas, where he was born on October 20, 1900, is an honor graduate of the Univer-

sity of Dayton, Dayton, Ohio, where he received a B.M.E. degree in 1924. Commissioned a second lieutenant in the Air Service, July 5, 1924, he was promoted to 1st Lieutenant, March 28, 1930, and to Captain, August 1, 1935. Following his graduation from the Primary Flying School, Brooks Field, Texas, February 28, 1925, and from the Advanced Flying School, Kelly Field, Texas, where he specialized in Pursuit Aviation, on September 14, 1925, he was assigned to Selfridge Field, Mich., for duty with the 27th Pursuit Squadron as Engineering Officer, and later as Supply Officer.

In June, 1927, he was transferred to Kelly Field, and he served there until November 18, 1927, when he was assigned to duty as flying instructor and academic instructor at the Primary Flying School at Brooks Field, Texas. For one year, from October, 1931, he was on duty as academic instructor at the Primary Flying School at Randolph Field, Texas. From November, 1932, to November, 1934, he was on duty at Albrook Field, Panama Canal Zone, where for the most part of the time he served as engineering officer. In December, 1934, he was assigned to his present station at Wright Field, Dayton, Ohio.

Captain Crane's interest in instrument flying dates from the time he was on duty as instructor at Brooks Field. Here he was associated with Lieut. Colonel William C. Ocker in connection with the training of pilots to fly in hooded cockpits, using radio aids. He is the co-author with Colonel Ocker of the book "Blind Flying in Theory and Practice."

Captain Holloman, a native of Rich Square, N.C., where he was born on September 17, 1902, graduated from the North Carolina State College in 1925, with a B.S. degree in Electrical Engineering. Commissioned a second lieutenant in the Regular Army on September 24, 1925, he was assigned to the 29th Infantry and was stationed at Fort Benning, Georgia, for two years. Detailed to the Air Corps, he completed the primary flying course at Brooks Field, and the advanced flying course at Kelly Field, where he specialized in Observation Aviation, and received the ratings of "Airplane Pilot" and "Airplane Observer," June 25, 1928. He was then assigned to duty with the 88th Observation Squadron at Fort Sill, Oklahoma, where he served for two years.

At his next station, Chanute Field, Rantoul, Ill., he completed the Communications course at the Air Corps Technical School, and on June 24, 1931, he was assigned to duty at the Materiel Division, Wright Field, Dayton, Ohio.

Following his graduation from the 1934-1935 course at the Air Corps Engineering School, Wright Field, Ohio, on August 1, 1935, he returned to duty in the Equipment Branch, Engineering Section, of the Materiel Division.

The National Aeronautic Association, custodian of the Mackay Trophy under the terms of the grant by the donor, will announce in the near future the date and place of the ceremonies incident to the presentation of the Trophy to Captains Crane and Holloman.

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Promotion of Noncommissioned Officers

(Continued from Page 8)

Maurer and Pryber are members of the 2nd Weather Squadron, and Sergeants Arakelian, Howe, Hambleton and Smith of the 3rd Weather Squadron.

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TRUE AIR-SPEED METER

The True Air-Speed Meter or Indicator differs from the air-speed indicator now in use in that it indicates the true air speed directly. The present method of air-speed indication must be corrected for temperature and pressure to obtain the true air speed.

The standard air-speed indicator employs a pitot-static head for obtaining a differential between the static pressure (still air) and the dynamic pressure, which is the impact pressure in the open end of a tube facing the direction of travel. The "true air-speed" indication is obtained in a manner similar to that of a screw through a threaded hole. The propeller or impeller turns at a rate proportional to the speed with which it is moving forward. Theoretically there must be no friction retarding the movement of the impeller, but practically this is impossible. However, every effort is made to reduce the friction, and the results obtained in tests to date indicate satisfactory results with this true air-speed indicator. The impeller makes and breaks two circuits which control solenoids in the indicator. These solenoids control the length of time the counting mechanism of a chronometric-type indicator is operating and conversely the length of time the pointer is held. The action is similar to that of a chronometric tachometer except that the speed of the make and break of the circuits is indicated on a suitably calibrated dial in miles per hour.

A service test quantity of ten of this type of instrument is now on procurement by the Air Corps Materiel Division, Wright Field, Dayton, Ohio.

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Lieut. Colonel Joseph T. McNarney, Air Corps, is expected to arrive at Hamilton Field in the very near future from Langley Field, Va., at which post he served as Chief of the G-4 Section of the Headquarters GHQ Air Force. Col. McNarney at one time commanded the 7th Bombardment Group at March Field before it was moved to Hamilton Field in 1934.

HAWAIIAN POLICEMAN WINS PISTOL MATCH

By 1st Lieut. E.W. Suarez, Air Corps

The Wheeler Field Rifle & Pistol Club was represented at the first annual Kauai Championship Pistol Match by Corporal O.J. Witham, of the 26th Attack Squadron, Air Corps. Corporal Witham placed second in the event. The match was well attended, with sharpshooters from all over Kauai participating.

The winner was Mr. Kimokeo, a policeman of Kauai. Mr. Beam, representing the Makaweli Rifle & Pistol Club, and considered one of the best pistol shots on Kauai, came in a close third. The match was fired on the range of the sponsors, the Makaweli Rifle & Pistol Club. The range is one of the finest in the islands for pistol shooting. Corporal Witham says that the true meaning of "Hawaiian Hospitality" was brought home to him by this trip to the Garden Isle. Everyone with whom he came in contact did everything possible to make the trip a pleasant one.

The Wheeler Field Rifle & Pistol Club was organized a year ago through the interest and efforts of Lieuts. G.E. Price, J.G. Russell, and a group of enlisted "Gun-Bugs" of Wheeler Field. Since then they have built their own outdoor, small bore range. It consists of firing points for fifteen shooters at ranges of 50 and 100 yards. The range was built with the volunteer labor of the charter members of the club.

The first annual matches, both rifle and pistol, of the Hawaiian Territorial Rifle Association, were held on the Wheeler Field Range. This is, indeed, a compliment when it is realized that this association is comprised of over twenty rifle and pistol clubs.

The Wheeler Field Club is very much interested in hearing from other Air Corps rifle or pistol clubs throughout the Army.

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SQUADRONS IN PHILIPPINES SWAP STATIONS

A long rumored change of stations between the 28th Bombardment Squadron, stationed at Nichols Field, and the 3rd Pursuit Squadron at Clark Field, became a reality on June 1st, when instructions were received from Headquarters Philippine Department, directing the interchange of these organizations, commencing June 15th.

Tactical considerations prompted the transfer. The landing and hangar facilities at Nichols Field were inadequate for the training requirements of the 28th, whereas ample hangar and landing space are available at Clark Field.

The transfer of these units commenced on June 15th and was estimated to be completed in about ten days. Air and government motor transportation was used incident to moving of personnel, property and household effects from Nichols Field to Clark Field and vice versa.

The personnel of the 3rd Pursuit Squadron consists of 7 officers and 69 enlisted men. The commissioned complement moved comprised Major Lloyd Barnett, 1st Lieuts. Jerome E. Blair, II, and Norman R. Burnett, and 2nd Lieuts. Cecil E. Combs, Conrad F. Necrason, John M. Bartella and Jackson H. Gray.

The personnel of the 28th Bombardment consists of 6 officers and 91 enlisted men. Commissioned officers moved to Clark Field are Major Guy L. McNeil, 1st Lieuts. David N. Motherwell, Wendell W. Bowman, Hunter Harris, Jr., Stanley J. Donovan and 2nd Lieut. Paul E. Todd.

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GENERAL CHANEY LEAVES RANDOLPH FIELD

General and Mrs. James E. Chaney departed on July 16th from Randolph Field for their new station, Mitchel Field, N.Y. Since May 17, 1935, General Chaney, acting as Assistant Chief of the Air Corps, has commanded the Air Corps Training Center.

On Saturday, July 2nd, a ground review of troops (including all officers, flying cadets and enlisted men of Randolph Field) was held in honor of General Chaney. The twenty-third Infantry Band was generously loaned to Randolph Field to provide music for this review.

On July 9th, the officers and ladies of Randolph Field gave a farewell party, honoring General and Mrs. Chaney. On Saturday, July 16th, many officers and ladies gathered in front of the Administration Building to say good-bye as the Chaneys drove away. A formation of airplanes circled above their automobile, and accompanied them for several miles along the highway.

All personnel of the Air Corps Training Center regret the departure of the Commanding General and his wife. Every officer and enlisted man has thoroughly enjoyed serving under General Chaney.

Mrs. Chaney has been very active in charitable, welfare and social activities, both on the post and in the nearby civilian areas. They will be greatly missed by all who have known them.

Brigadier General Barton K. Yount will succeed General Chaney as Commanding General of the Air Corps Training Center. Word was received that General and Mrs. Yount expect to arrive at Randolph Field about August 3rd. All personnel are looking forward to welcoming them upon their arrival.

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Special Orders of the War Department, recently issued, announce the retirement from active service on July 31, 1938, of First Sergeant Jared Leet, Base Hqrs. and 5th Air Base Squadron, Hamilton Field.

RADIO SCHOOL AT MAXWELL FIELD

Six Air Corps enlisted men graduated on July 2nd from the second class of the Post Radio School at Maxwell Field, Ala., and were immediately assigned to duty as operators, as indicated:

Technical Sergeant G.D. Tomberlin, Privates J.M. Cosby, M.P. Dufalo and R.H. Garrett to Airdrome and Airways Control Station;

Privates D.P. Parker and H.M. Forehand to Post Communications Section.

The purpose of this Radio School is to train enlisted men as radio operators for the Airways Control and Airdrome Control and Post Communications Section. The course consists of the following subjects:

Sending and Receiving International Morse Code,
Practical Radio Technique,
Tactical Radio Procedure,
Airdrome Control Procedure,
Net Operating Practice,
Typing,
Elementary Meteorology,
Installation and Adjustment of Aircraft Radio Equipment.

The third class of this school was scheduled to start on July 25th, with about 15 students. The graduation date for this class is tentatively set for January 25, 1939.

The School is conducted under the supervision of 1st Lieut. R.E.L. Choate, Air Corps, Post Signal Officer, with Sergeant B.F. Borders as Instructor and Noncommissioned Officer in Charge.

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AIR CORPS ACTIVITIES IN HAWAII

Equipped at present with a BT-9 and a number of B-18's, and with the assignment of more B-18's to the organization in the near future, a new high mark will be set for the 23rd Bombardment Squadron at Luke Field, T.H., in so far as modern equipment is concerned.

The Squadron recently made a mass flight to Hilo, Hawaii, and as many as possible took advantage of the short stay at Kilauea.

The 50th Reconnaissance Squadron has been photographing airdromes on outlying islands for the Department Airways Officer.

On June 21st, six officers and twelve enlisted men flew to Hilo, Hawaii, in two flights of Martin B-12 Bombardment airplanes. The News Letter Correspondent of the 50th Squadron states that "a two-day stay at the Kilauea Military Camp enabled us to see some of nature's wonders, volcanic craters, lava tubes, and the Fern Forest. It is a rare treat, and we all hope to make the trip again very soon."

During the period from July 5th to 15th, the 50th Reconnaissance Squadron was scheduled to be at Bellows Field for a two-week gunnery period.

The end of June found the 72nd Bombardment Squadron at Luke Field, T.H., prepared to begin the next year's training in good shape.

The month of June found the Base Headquarters and 17th Air Base Squadron, Luke Field, receiving new men into its ranks as the long discussed shake-up of the 5th Bombardment Group materialized. Although a number of men were lost to the Squadron, transfers from other organizations within the Group and the Hawaiian Department materially increased the strength of the Squadron. The Squadron maintains a detachment of enlisted men at Hickam Field.

Lack of a sufficient number of noncommissioned officers in the Base Headquarters and 17th Air Base Squadron resulted in the appointment of the following Privates, 1st Class, as Acting Corporals: Dorn; Hyatt, Johnson, J.W.; Lafkas, Naugle, Nothstein, Ringo, Robertson and Simpson.

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ACTIVITIES AT THE HAWAIIAN AIR DEPOT

With the gradual increase of Army aircraft in the Hawaiian Department, the Hawaiian Air Depot has been forced to increase the personnel thereof to well over the capacity of the old ferry, which brings the employees across Pearl Harbor to Ford Island every morning and returns them every evening.

Major Charles E. Branshaw, Commanding Officer of the Hawaiian Air Depot, has been wrestling with the problem of working out methods to get his personnel back and forth across the water. Until a new ferry contract can be accomplished, it will be necessary to stagger the Depot working hours: 7:15 a.m. to 3:30 p.m., for Headquarters and Supply, and 7:45 a.m. to 4:00 p.m. for Engineering.

Major Ames S. Albro, the Depot Engineering Officer, together with Major William J. Hanlon, Supply Officer, have been having their usual share of headaches trying to surmount the barrier of ocean water between Hawaii and the mainland in getting equipment and parts for the B-18's, P-26's, etc.

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TENNIS PERKS UP AT BOLLING FIELD

Four new tennis courts which were recently completed at Bolling Field are a fine addition to its recreational facilities and will open up another popular activity for the post personnel.

FIRST WING TO TRAIN IN THE NORTHWEST

The First Wing, GHQ Air Force, will move to the Pacific Northwest during the period August 8th to the 15th.

The Seventh Bombardment Group, Headquarters and Headquarters Squadron, 9th and 11th Bombardment Squadrons from Hamilton Field, with 15 planes, 34 officers and 95 enlisted men, will be stationed at Felts Field, Washington, near Spokane.

The 88th Reconnaissance Squadron will be stationed at McChord Field, Washington (Tacoma Municipal Airport). There will be a total of 33 planes, 79 officers and 220 enlisted personnel.

The primary purpose of this maneuver is to schedule long range reconnaissance missions and to familiarize personnel with the terrain and available military facilities throughout the Pacific Northwest Area.

Operations:

August 8th - Concentration of airplanes and personnel at operating airdromes.

August 9th - Aerial reconnaissance of principal cities and airdromes within operating area.

August 10th - Bombing exercises off Cape Flattery.

August 11th - Bombing demonstration at Fort Lewis.

August 12th - A long range reconnaissance assembly problem.

August 13th - Airplane maintenance and local reconnaissance.

August 14th - Open house for inspection by civil populace.

August 15th - Evacuation and return to home airdromes.

All supplies other than food will be flown by air transport from Hamilton and March Fields.

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RETIREMENT OF MASTER SERGEANT OSBURN

War Department orders were recently received placing Master Sergeant Charley J. Osburn, 63rd School Squadron, Air Corps Advanced Flying School, Kelly Field, Texas, on the retired list, effective July 31, 1938, the date he will have completed thirty years of service in the Army.

This old noncommissioned officer, who has had a colorful and interesting military career, recently arrived in the States with his family aboard the U.S. Army Transport GRANT from the Philippine Department, where he served as Line Chief with the 28th Bombardment Squadron, Air Corps, at Nichols Field. This was Sergeant Osburn's second tour of duty in the Philippines, he having previously served there from December, 1908, to July, 1909, while a member of Company "I," 30th Infantry.

Sergeant Osburn's service in the Army began on September 25, 1908. He has had "hitches" in the Infantry, Coast Artillery Corps, Signal Corps, and during the past 16 years he has served continuously in the Air Corps, which he joined on March 31, 1922. He holds the unique distinction of attaining the grade of Technical Sergeant, Air Corps, on his first enlistment in his newly chosen branch of the service. He was promoted to the grade of Master Sergeant on October 10, 1932.

All of Sergeant Osburn's Discharge Certificates bear the notation of "Excellent" character, and he was discharged as a noncommissioned officer from all but his first enlistment period, once as Corporal, twice as Sergeant, 1st Class, thrice as Technical Sergeant and twice as Master Sergeant. His current enlistment began on March 31, 1937.

During the World War, Master Sergeant Osburn served at the School of Fire, Fort Sill, Oklahoma, while a Sergeant, 1st Class, Signal Corps, on duty with the Ordnance Department. He points with pride to the fact that, as far as he knows, he is the only soldier to complete thirty years of service who still has in his possession the initial issue of two O.D. blankets, furnished him on his first enlistment. These two comfortable old blankets which have seen such long service were issued to him at Jefferson Barracks, Mo., in 1908, and still have a lot of "wear and tear" left in them.

Although a native of Sundet, Arkansas, Sergeant Osburn has selected San Antonio Texas, as the place to make his home with his wife, son and daughter. Another son, "J.C.," is a Private in the 28th Bombardment Squadron, Air Corps, at Nichols Field, P.I., and he is well on his way following his Dad's footsteps.

The Air Corps, and his many friends all over the service, congratulate this fine old noncommissioned officer on his splendid record and the service rendered his country, and their best wishes go with him on his well earned retirement.

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NEW RUNWAY CONSTRUCTED AT NICHOLS FIELD

An asphalt runway is being constructed at Nichols Field, Rizal, P.I., extending the length of the flying field and running north and south. Grading is now being done by about sixty laborers. When completed it will be about 60 feet wide and 1500 feet long, and it is expected to be ready for use about December 1st. It is anticipated that construction will have to be deferred during the rainy season.

The newly constructed runway will permit the take-off of airplanes regardless of the condition of the rest of the flying field and will be conducive to higher tactical efficiency of all organizations of the 4th Composite Group.

NEW CLASS FOR FLIGHT SURGEONS

Another routine course of instruction to qualify Medical officers for duty as Flight Surgeons was commenced at the School of Aviation Medicine, Randolph Field, Texas, on July 15, 1938, and will continue for four months. The following student officers are enrolled:

Medical Corps, Regular Army

Captain Clifford O. Bishop, Barksdale Field, La.
Captain Lester O. Crago, Maxwell Field, Ala.
Captain Emmert C. Lentz, Fort Bragg, N.C.
Captain James L. Tobin, Hamilton Field, Calif.
Captain Scott M. Smith, Lowry Field, Denver, Colo.
1st Lieut. Harold A. Myers, Kelly Field, Texas.
1st Lieut. James W.S. Stewart, Randolph Field, Texas.

Medical Corps, U.S. Navy
Lieutenants

Julius C. Early, U.S. Navy Recruiting Station, Pittsburgh, Pa.
Julian M. Jordan, Navy Yard, Puget Sound, Wash.

Lieutenants (J.G.)

Thomas Ferwerda, Naval Medical School, Washington, D.C.
Charles F. Gell, Naval Unit, Edgewood Arsenal, Edgewood, Md.
Merrill H. Goodwin, Naval Unit, Edgewood Arsenal, Edgewood, Md.
Charles F. McCaffrey, Naval Unit, Edgewood Arsenal, Edgewood, Md.
Wesley L. Mays, Naval Unit, Edgewood Arsenal, Edgewood, Md.
Clifford P. Phoebus, Naval Unit, Edgewood Arsenal, Edgewood, Md.

Medical Corps, Cuban Army

1st Lieut. Dr. Francisco Hernandez D'Abrigeon, Camp Columbia, Havana, Cuba.

The basic courses are conducted annually, starting in July and December of each calendar year.

In addition to the resident courses, the School conducts throughout the year extension (correspondence) courses of considerable magnitude.

The School of Aviation Medicine is an activity of the Air Corps Training Center.

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PENNSYLVANIANS VISIT LANGLEY FIELD

A distinguished party of visitors, including a son of the Governor of Pennsylvania, stayed overnight recently at Langley Field as guests of Major H.R. Bazley, of Headquarters Squadron of the 8th Pursuit Group.

Mr. George Earle; Colonel Cammy Vinet, Chief of the Division of Aeronautics of Pennsylvania, and Captain A.M. Banks, of the Pennsylvania State Motor Police, arrived at Langley Field on the evening of July 6th, an hour and 35 minutes after their departure from Harrisburg in a Stinson airplane. The visitors returned to that city the following morning.

Mr. Earle, who made his first solo flight a few days prior to this visit, is reported to be especially interested in airplanes. He spent much time viewing the "Flying Fortresses" at the 2nd Bombardment Group Headquarters, also the various Pursuit airplanes.

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SELFRIDGE OFFICER MAKES SWIFT "HOP"

Flying a new Seversky P-35 Pursuit plane, 1st Lieut. Harold L. Neely, Air Corps, stationed at Selfridge Field, Mt. Clemens, Mich., rocketed across the American continent on July 28th at an average speed of approximately 278 miles per hour, possibly setting a new Army record for west to east flight.

Every Air Corps pilot is required to make at least one 1,000-mile extended navigation flight a year, and Lieut. Neely chose a San Francisco-New York "hop" as his task.

Lieut. Neely took off from San Francisco at 4:54 a.m., Pacific Time, and arrived at Mitchel Field, Long Island, New York, at 4:05 p.m., Pacific Time, for a total elapsed time of 11 hours and 29 minutes. A 25-minute stop at Salt Lake City, a 30-minute stop at Omaha and a 40-minute stop at Cleveland, totalling an hour and 35 minutes, made his flying time across the American continent nine hours and 54 minutes.

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NARROW ESCAPE FOR SERGEANT WEISNER

Staff Sergeant Walter Weisner, 94th Pursuit Squadron, Selfridge Field, Mich., narrowly escaped death on July 24th, when the private two-seater monoplane he was piloting dived into a field on the outskirts of Mt. Clemens, Mich. The Sergeant was flying a commercial Aeronca C-3 model plane licensed to Herbert A. Kertzschman and Floyd D. Damson, of Walled Lake, Mich. He had made several landings during the morning, and on his next take-off, a witness, Mr. John Sonnenberg, of Mt. Clemens, noticed the plane flying in his direction at 500 feet altitude. As it tried to bank it went out of control and crashed. Sonnenberg ran over to the wrecked plane, turned off the gas cock to prevent fire and, assisted by an unidentified man, carried Weisner from the plane. Taken to the St. Joseph Hospital by Deputy Sheriff Isadore Trombley in an ambulance car, the patient was later transferred to the Base Hospital at Selfridge Field, where the Surgeon stated his condition was satisfactory, although he is suffering from a fracture of one of the bones of the face, in addition to lacerations of the face and the left eye.